

COUNTRY East Germany Approved For Release 2006/04/18 : CIA-RDP82-00457R015800080003-0
REPORT NO. TOPIC Cottbus Airfield
25X1EVALUATION see belowPLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

PREPARED 3 December 1952

REFERENCES

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PAGES ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity and aircraft were observed at Cottbus airfield between 17 and 28 October 1952:
- 22 October. Between 11:30 a.m. and 12:30 p.m., source observed from the southern edge of the field that the aircraft took off from the middle of the runway. Four sedans, 2 trucks, 3 tank trucks, 1 ambulance, 1 radio truck, and 25 to 35 persons in uniform were at the take-off point. Individual local flights were made by 8 to 10 single-engine, low-wing monoplanes with two-bladed propellers, radial engines, long plexiglass cabin for two men in tandem fashion and small oil coolers under the wings.
- 23 October. There was no air activity about noon. Thirty-six single-engine, low-wing monoplanes were parked in three rows of 12 planes each in the northeastern section of the landing field. The hangars were closed.
- Between 17 and 28 October. Almost every day, there was night flying by individual planes. Between 11 a.m. and 12:30 p.m. on 28 October, 8 single-engine, low-wing monoplanes and 2 DC-3s were parked on the southern edge of the landing field and 2 single-engine, low-wing monoplanes were in front of the hangars. An additional 7 planes circled over the field.¹
2. Railroad tank cars which were observed arriving at the field included 3 tank cars with a total of 35 tons of gasoline on 20 October and 3 tank cars with a total of 36 tons on 22 October. On 23 October, a boxcar with an unknown cargo and two trucks left the field for Verneuchen.² It was determined that belonged to a unit at the field.³
3. On 23 October, 40 to 45 single engine, low-wing monoplanes with Soviet emblems and propeller hubs marked by various colors were observed at the field. According to previous observations, aircraft with the same colors on their propeller hubs practiced flying on the individual days. Between 30 October and 5 November, with the exception of 2 November, flying was practiced every day. There was no air activity on 6 November during bad weather.¹
4. At 6:10 a.m. on 24 October, an east-bound train of 8 express-train coaches fully occupied by Soviet air force troops left Cottbus.⁴
5. After 3 November, a total of 1,800 small rolls of bread for 900 men were delivered daily to the field.

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6. On 23 October, training was started by the Athletic and Technical Association of the Cottbus Kreisleitung Aviation Sport Section. Fourteen districts were assigned to the Cottbus district headquarters. The Aviation Sport Section was subdivided into construction of airplane models and gliding, powered flying and parachuting. A glider school was to be assigned to each district. Cottbus airfield was already approved for gliding by means of mechanical towing. Training was to start there on 9 November. Instruction held on 23 October included politics for 10 minutes, drilling for 30 minutes, physics for 45 minutes, history of aviation for 45 minutes, and information on aircraft models for 45 minutes. The Neuzauche airfield near Luebben was also to be used for glider training.⁵

7. On 27 October, flying was practiced by six single-engine, low-wing monoplanes with radial engines. Five planes had the numbers 37, 38, 40, 41, and 43. Two radio trucks, 2 tank trucks, 1 fire truck and 1 van-like truck with windows were observed at the take-off point. On 29 October, 12 single-engine, low-wing monoplanes made local flights remaining in the air for a short time. VP air force officers and EM stood at the take-off point. At 3 p.m., a red ground signal was fired at the take-off point. Thereafter, air activity was discontinued. The 12 planes were parked in front of the hangars, and the personnel were carried to the newly built barracks installation east of the former Luftnachrichten Kaserne on all the vehicles available at the field.

8. The new barracks installation and a large building of the old barracks installation at the field were fully occupied by VP air men. A Soviet Air Force unit was quartered in the other buildings of the old barracks installation. Motor vehicles [redacted]

[redacted] were frequently observed moving to or from the old barracks installation.¹

9. After nightfall, the fuel dump along the Cottbus-Burg road was guarded, and the observation towers were occupied. Many aircraft crates were stored on the loading ramp south of the road.⁶

1. [redacted] Comment. A regiment and, probably, the VP Air Force division headquarters are stationed at Cottbus airfield. The division is equipped with 45 to 50 Yak-18s which are distributed to the airfields at Cottbus, Kamenz and Litten-Neupurschwitz near Bautzen. As no hangars exist at Litten-Neupurschwitz airfield, the aircraft of the regiment stationed there are probably flown back to Cottbus in the evening. [redacted]

[redacted] The VP pilots are trained by Soviet pilots.

2. [redacted] Comment. It was previously reported that the following fuel shipments were dispatched [redacted] 4 tank cars to Cottbus, 1 tank car to Bautzen and 1 tank car to Kamenz. [redacted] belongs to the OATB of the fighter regiment previously stationed at Parchim airfield. This supports the assumption that VP student pilots are given training by pilots of the fighter regiment previously stationed in Parchim. See [redacted]

3. [redacted]



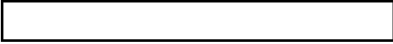

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- 25X1 4.  Comment. The train probably carried Soviet personnel who returned to the U.S.S.R. in connection with the exchange of personnel program.
- 25X1 5.  Comment. The Neu-Zauche glider field was previously reported in connection with glider training by the Athletic and Technical Association.
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- 25X1 6.  Comment. Yak-18 planes arrived in the aircraft crates.
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